



Premise

PROVINCIAL INVESTMENTS (NSW) PTY LTD

Urban design report

IN SUPPORT OF A PLANNING PROPOSAL




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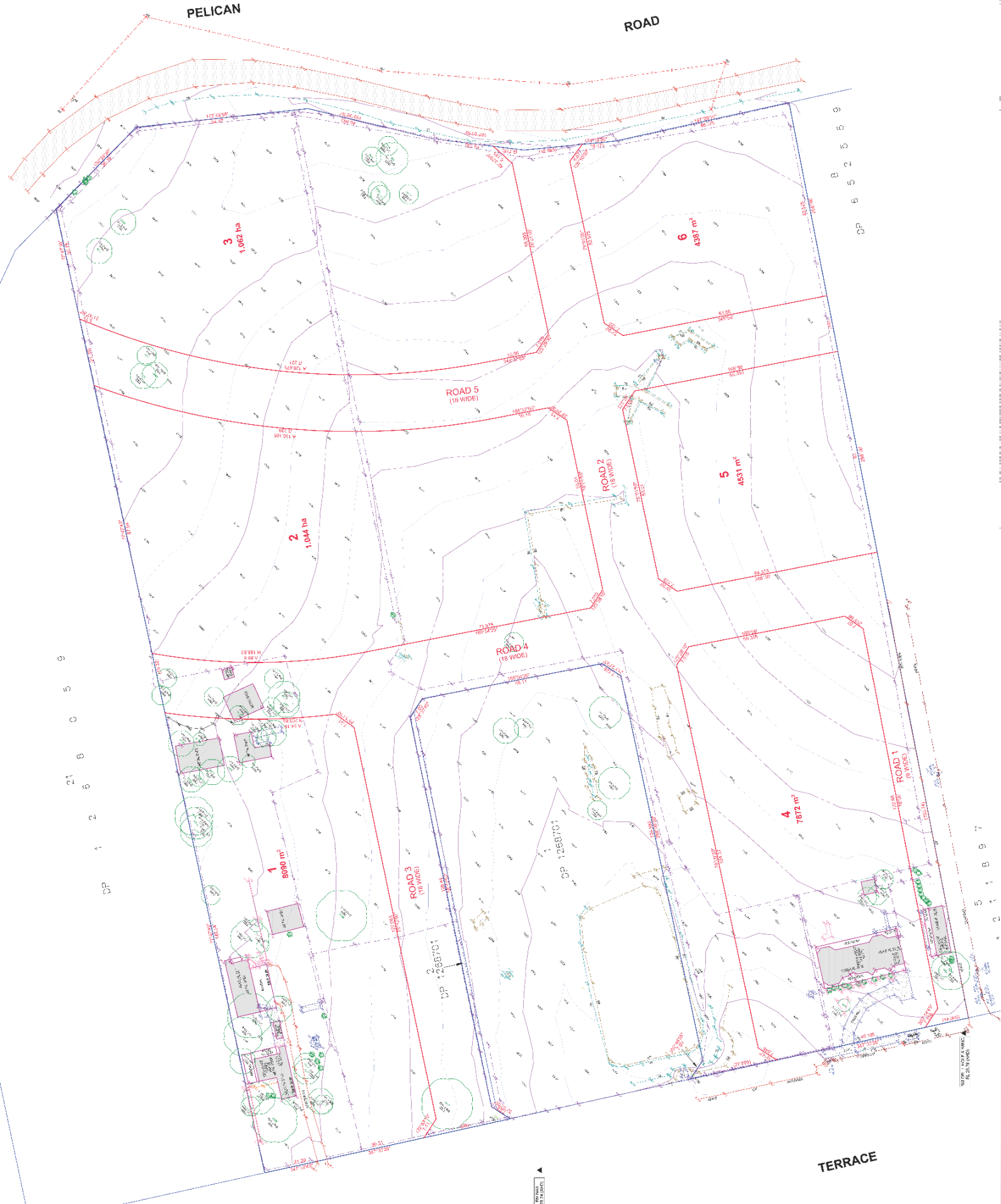
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1. INTRODUCTION

Premise has been commissioned by Provincial Investments (NSW) Pty Ltd to prepare an Urban design report to support a Planning proposal relating to 249, 259 and 271 Railway Terrace, Schofields (Lots 3 and 4 D1268701 and Lot 5 DP26987). The site is located in the Blacktown City Council (BCC) Local Government Area (LGA).

The Planning proposal seeks to increase the maximum height of buildings and floor space ratio (FSR) applying to the site under *State Environmental Planning Policy (Precincts – Central River City) 2021* (the Central River City SEPP), Appendix 7 Alex Avenue and Riverstone Precinct Plan 2010. Specifically, it seeks to increase the height of buildings from 16 metres to 32 metres and increase the FSR from 1.75:1 to 3.5:1.

1.1 Background

The Planning proposal was one of five selected by the Department of Planning and Environment (DPE) for the State-Assessed Planning proposal (SAPP) pilot program. Its selection reflects its capacity to significantly improve housing supply, including affordable housing, close to existing and potential future public transport connections via Schofields Railway Station.

Schofields' high level of connectivity is reflected in its identification as a Local Centre in an Urban Renewal Area and Land Release Area under the Central River City District Plan (Greater Sydney Commission 2018) and a Strategic Centre under the Blacktown Local Strategic Planning Statement (Blacktown City Council 2020).

DA-23-00676, currently under assessment by BCC, seeks consent for the subdivision of the site into six lots, construction of roadways and associated works as shown in **Figure 1**.

1.2 Aim of this Report

The aim of this Urban design report is to:

1. establish the site's strategic, planning and local context and understand the particular site constraints; and
2. introduce the concept development enabled by the Planning proposal and provide an assessment of its suitability and appropriateness in terms of its context and impacts.

The site context is understood first at a strategic scale, then local scale and finally, at site scale. The suitability and appropriateness of the proposal is considered in terms of the *additional* impacts resulting from the increased height and FSR, rather than the development as a whole.

1.3 Report Structure

This urban design report is provided in the following format:

- **Section 1** provides an introduction to the Urban design report, including its background and aims.
- **Section 2** provides an analysis of the strategic, planning and local context and opportunities derived;
- **Section 3** provides an analysis of the site and opportunities derived from it;
- **Section 4** provides a description of the concept development, enabled by the planning proposal;
- **Section 5** provides an urban design assessment of the concept development, primarily relating to the desired future character and amenity impacts of the increased height and FSR; and
- Section 6 provides the conclusion and recommendations.

Note: Readers are requested to view the report in book mode, such that the relevant maps appear opposite the relevant text.

Figure 2 - Structure Plan for the Central City District



Sources: © Greater Sydney Commission, Central City District Plan, March 2018
 File: 323135_01_MAST/ER.aprx Prepared By: zindia.narver Date: 10/09/2023

Legend
 ● Site



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2. STRATEGIC, PLANNING AND LOCAL CONTEXT

2.1 Strategic Context

2.1.1 CENTRAL CITY DISTRICT PLAN

As shown in **Figure 2**, Schofields is identified as a Local Centre in an Urban Renewal Area under the Central City District Plan (Greater Sydney Commission 2018). It is located within an identified Land Release Area, east of the South Creek Parkland Investigation and Green Grid Priority Corridor and at the intersection of the existing Richmond Railway Line and the Sydney Metro extension from Tallawong to St Marys (identified as Train Link/Mass Transit Investigation 0-10 years).

Schofields is a highly accessible centre as a result of the Schofields Railway Station on the Richmond Railway Line. It enables connections to Richmond to the north-east via Windsor and to the Sydney CBD to the south-east via Blacktown, Parramatta, Strathfield and Redfern.

Schofield's accessibility will further improve with the completion of the Sydney Metro extension. It would enable connections to the Western Sydney Airport to the south via the sections of the Sydney Metro currently under construction (between St Marys and Western Sydney Airport), as well as to the Sydney CBD to the south-east via the complete sections of the Sydney Metro (between Tallawong and Chatswood) and sections that are currently under construction (between Chatswood and Central).

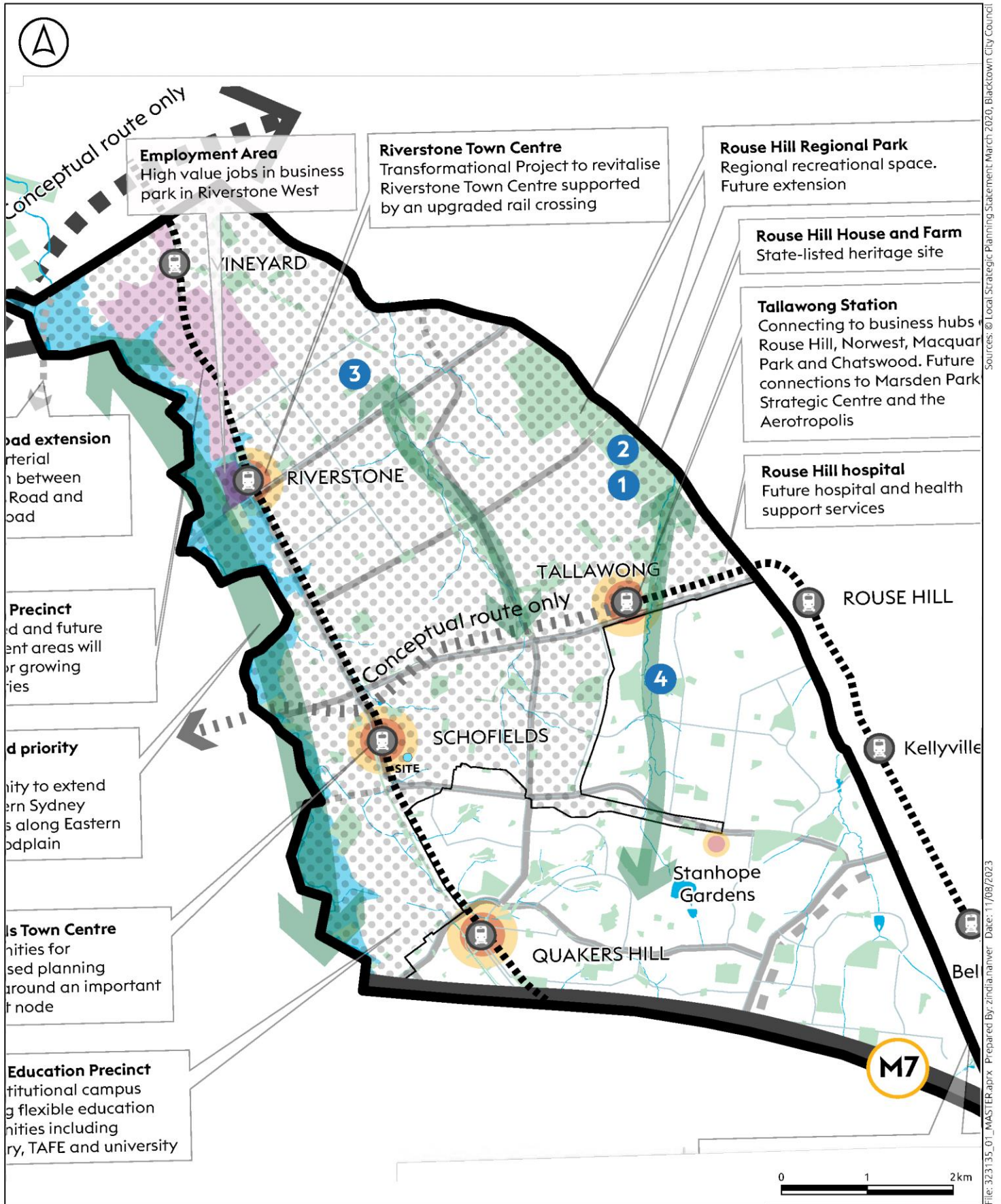
The South Creek parkland corridor is described as a "central organising element" for the Western Parkland City under the Central City District Plan. It will form Schofields' green spine, providing an area for passive and active recreational activities in the increasingly urbanised area.

There is an opportunity for development within Schofields that:

- Reflects its status as a Local Centre in an Urban Renewal Area under the Central City District Plan (Greater Sydney Commission 2018), within a broader Land Release Area; and
- Maximises the development potential of suitable land within walking distance of Schofields Railway Station to take advantage of existing public transport accessibility via the Richmond Railway and future extension of the Sydney Metro from Tallawong to Western Sydney Airport, via Schofields.



Figure 3 - Blacktown City Structure Plan



Sources: © Local Strategic Planning Statement, March 2020, Blacktown City Council



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2.1.2 BLACKTOWN LOCAL STRATEGIC PLANNING STATEMENT

As shown in **Figure 3**, Schofields is identified as a Strategic Centre under the Blacktown Local Strategic Planning Statement (BCC 2020). The Local Strategic Planning Statement (LSPS) advocates for major infrastructure upgrades to improve the liveability, productivity and sustainability of the LGA for residents.

These include extension of the Sydney Metro from Tallawong to Schofields, Marsden Park and Western Sydney Airport, as well as duplication of the Richmond Rail Line past Vineyard, relocation of Vineyard Station and upgrades to rail crossings and the road network.

It also advocates for the new Rouse Hill Hospital, with early works having been commenced in March this year, as well as the expansion of the Rouse Hill Regional Park, extension of the Western Sydney parklands to South Creek and greater tree canopy in the North West Growth Area (NWGA).

There is an opportunity for development within Schofields that:

- Reflects its status as a Strategic Centre under the Blacktown LSPS (BCC 2020); and
- Responds to the Blacktown LSPS (BCC 2020) which advocates for high density development around Tallawong, Schofields, Quakers Hill, Riverstone and Vineyard Precincts, all of which benefit from existing public transport accessibility via the Richmond Railway and/or future extension of the Sydney Metro from Tallawong to Western Sydney Airport.

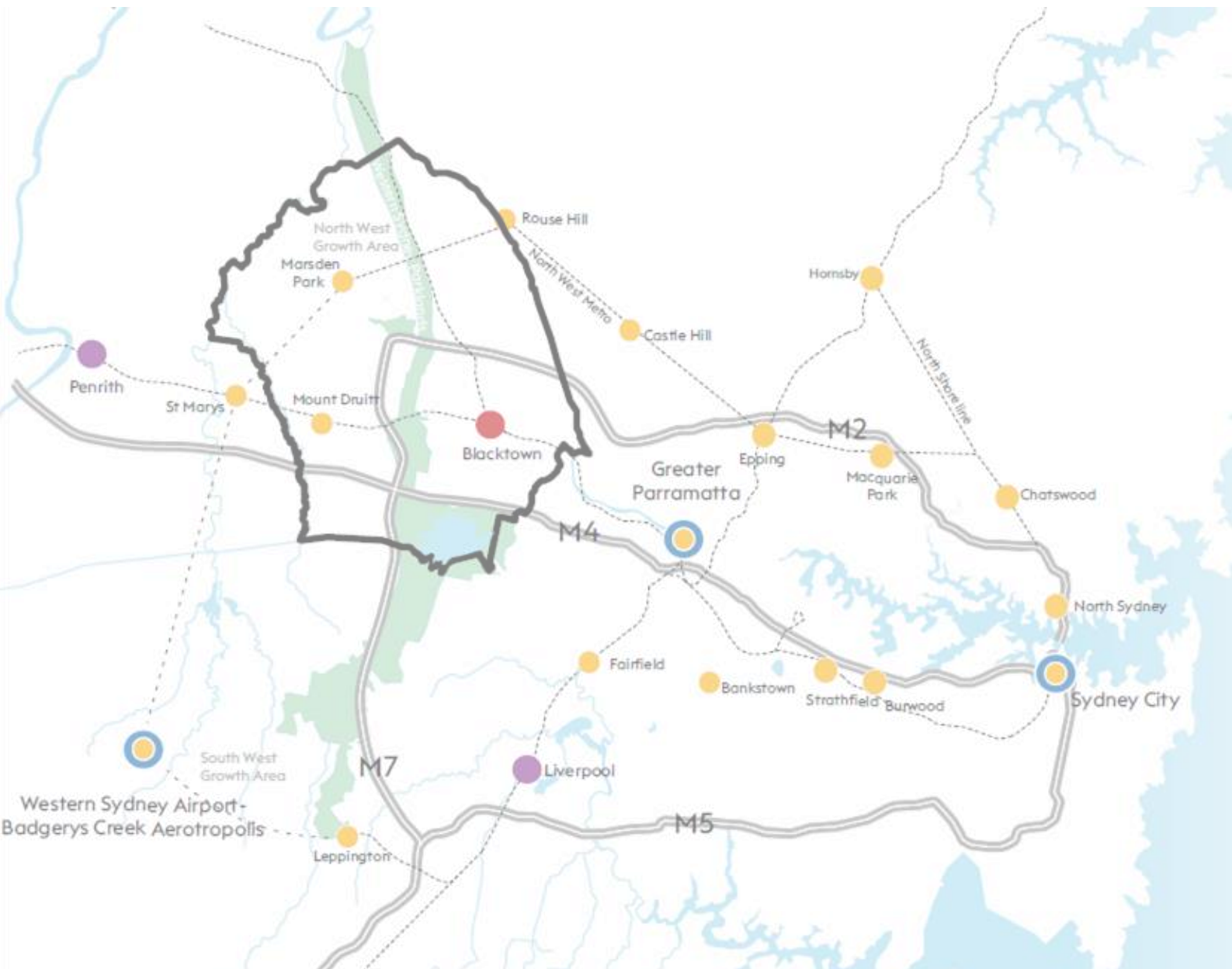


Figure 4 - Alex Avenue Indicative Layout Plan



Sources: © Alex Avenue Precinct April 2010

File: 323135_01_MAS_ER.aprx Prepared By: zindia.narver Date: 11/09/2023

Legend
 Site



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2.2 Planning Context

2.2.1 STATE ENVIRONMENTAL PLANNING POLICY (PRECINCTS – CENTRAL RIVER CITY) 2021

The site is located at the western edge of the Alex Avenue Precinct under the Central River City SEPP. Together with the Riverstone Precinct, the Alex Avenue Precinct was rezoned from rural to urban in 2010 under the former *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, later incorporated into the Central River City SEPP.

As a result of the rezoning of the Alex Avenue and Riverstone Precincts, the site is located within Zone R3 Medium Density Residential under the Central River City SEPP. The objectives of the zone are:

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To support the well being of the community, by enabling educational, recreational, community, and other activities where compatible with the amenity of a medium density residential environment.*

Other provisions include a maximum height of 16 metres, maximum FSR of 1.75:1, minimum dwelling density of 45 dwellings per hectare in Lots 3 and 4 DP1268701 and a minimum dwelling density of 25 dwellings per hectare in Lot 5 DP26987.

2.2.2 BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS DEVELOPMENT CONTROL PLAN 2010 (ALEX AVENUE PRECINCT)

As shown in **Figure 4**, the Indicative Layout Plan (ILP), given effect by the BCC *Growth Centre Precincts Development Control Plan 2010* (the BCC GCP DCP 2010), supports the SEPP. Lots 3 and 4 DP1268701 are identified as Medium to High Density Residential / Mixed Use whilst Lot 5 DP26987 is identified as Medium Density Residential. The land in Zone SP2 Infrastructure is identified as Open Space / Drainage Basin.

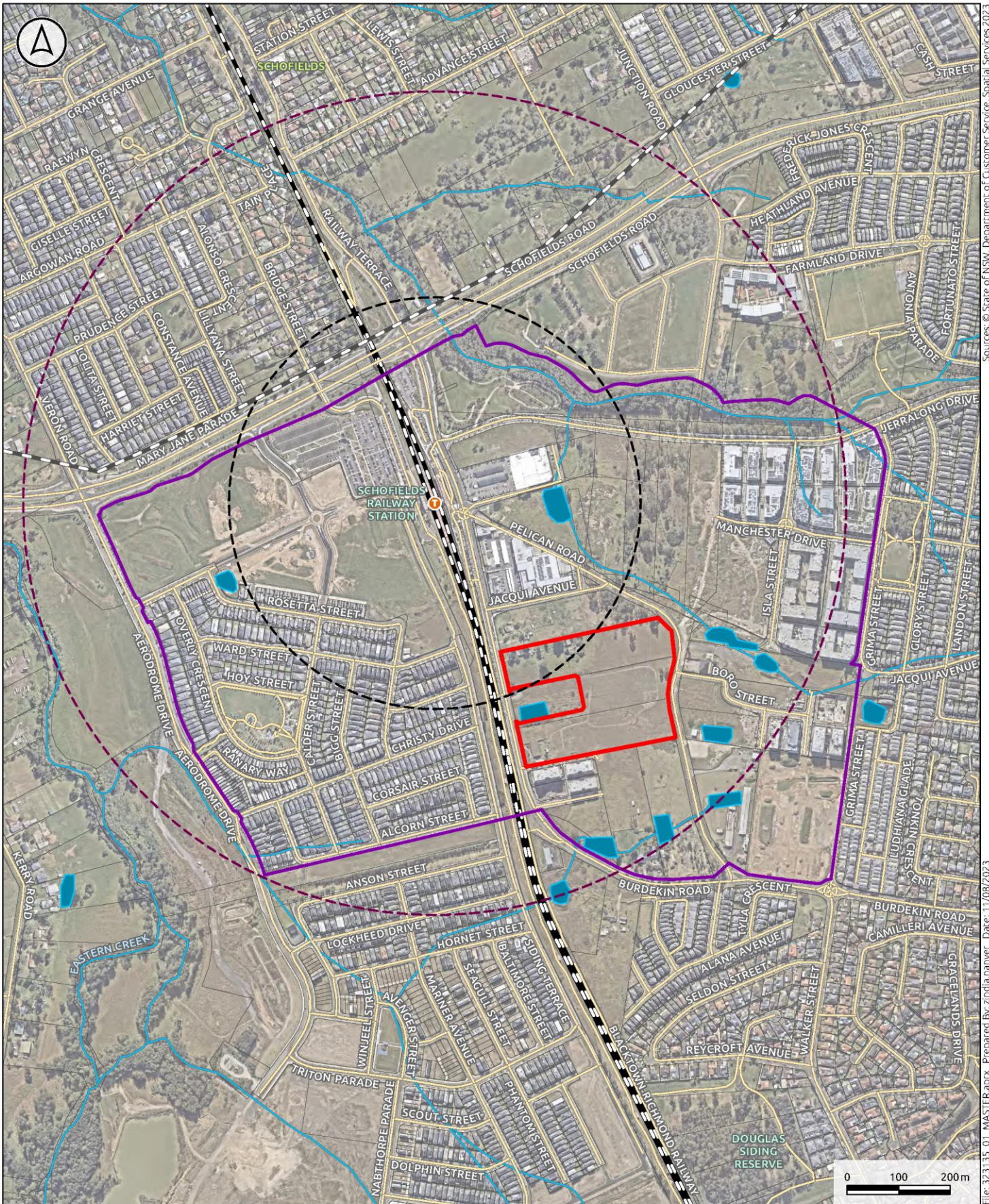
The ILP provides additional detail in the form of road layouts. Pelican Road is to be realigned to run parallel to Railway Terrace, connecting to Junction Road at its intersection with Schofields Road. Between the realigned Pelican Road and Railway Terrace, two local streets are to run north-south through the site to connect to town centre roads. The westernmost of the two local streets is to delineate the eastern boundary of the area identified as SP2 Infrastructure.

A single local street is to run east-west through the site from Pelican Road to Railway Terrace along the boundary between Lot 3 DP1268701 and Lot 5 DP26987, delineating the southern boundary of the area identified as SP2 Infrastructure. A single local street running between the westernmost north-south local street and Railway Terrace is to delineate the northern boundary of the area identified as SP2 Infrastructure.

There is an opportunity for development of the site:

- That best responds to the objectives of the zone;
- In accordance with the ILP, ensuring the precinct will be delivered in a harmonious manner that balances development with vehicular and pedestrian permeability, open space and drainage; and
- Addressing the central open space and drainage basin.

Figure 5 – Local Context



- Legend**
- Site
 - Local Context
 - Cadastre
 - Schofields Railway Station 800m Buffer
 - Schofields Railway Station 400m Buffer
 - Road
 - Railway

- Water Body
- Watercourse
- Conceptual Sydney Metro Tallawong to St Mary's Extension

0 100 200m



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Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
 © State of NSW, Department of Planning and Environment, 2023; Nearmap 2023
 File: 323135_01_MAS_ER.aprx Prepared By: zindia.narver Date: 11/09/2023

2.3 Local Context

As shown in **Figure 6**, the site is located at the western edge of the Alex Avenue Precinct, within 200 metres of the Schofields Railway Station on the Richmond Railway Line and within 80 metres of Schofields Shopping Village. The shopping village includes major supermarkets, specialty supermarkets, medical centre, centre-based child care facility, restaurants and café and other services.

The site's local context is defined by the open space/drainage corridor and Schofields Road to the north, Grima Street to the east, Burdekin Road and the open space/drainage corridor to the south and Aerodrome Drive to the west. The local context is split into an eastern and western side by the Richmond Railway Line and Railway Terrace and Siding Terrace that run parallel to the railway.

Development within the local context is characterised by a mix of forms. Land on the western side of the railway is occupied by a mix of vacant, undeveloped land, recently constructed commuter carpark beside the railway station and recently constructed or under construction dwellings. These include single and two storey detached, semi-detached and attached dwellings, situated on lots with area ranging between 150 and 500m².

Land on the eastern side of the railway is occupied by a mix of vacant, undeveloped land, large lot residential, recently constructed Schofields Shopping Village and recently constructed or under construction residential flat buildings with heights of four or five storeys. These are generally of cement render construction with a mix of white and dark-painted finish and black-painted window frames. Some variation is provided through face brick or primary colour-painted features and solid or transparent balcony balustrades.

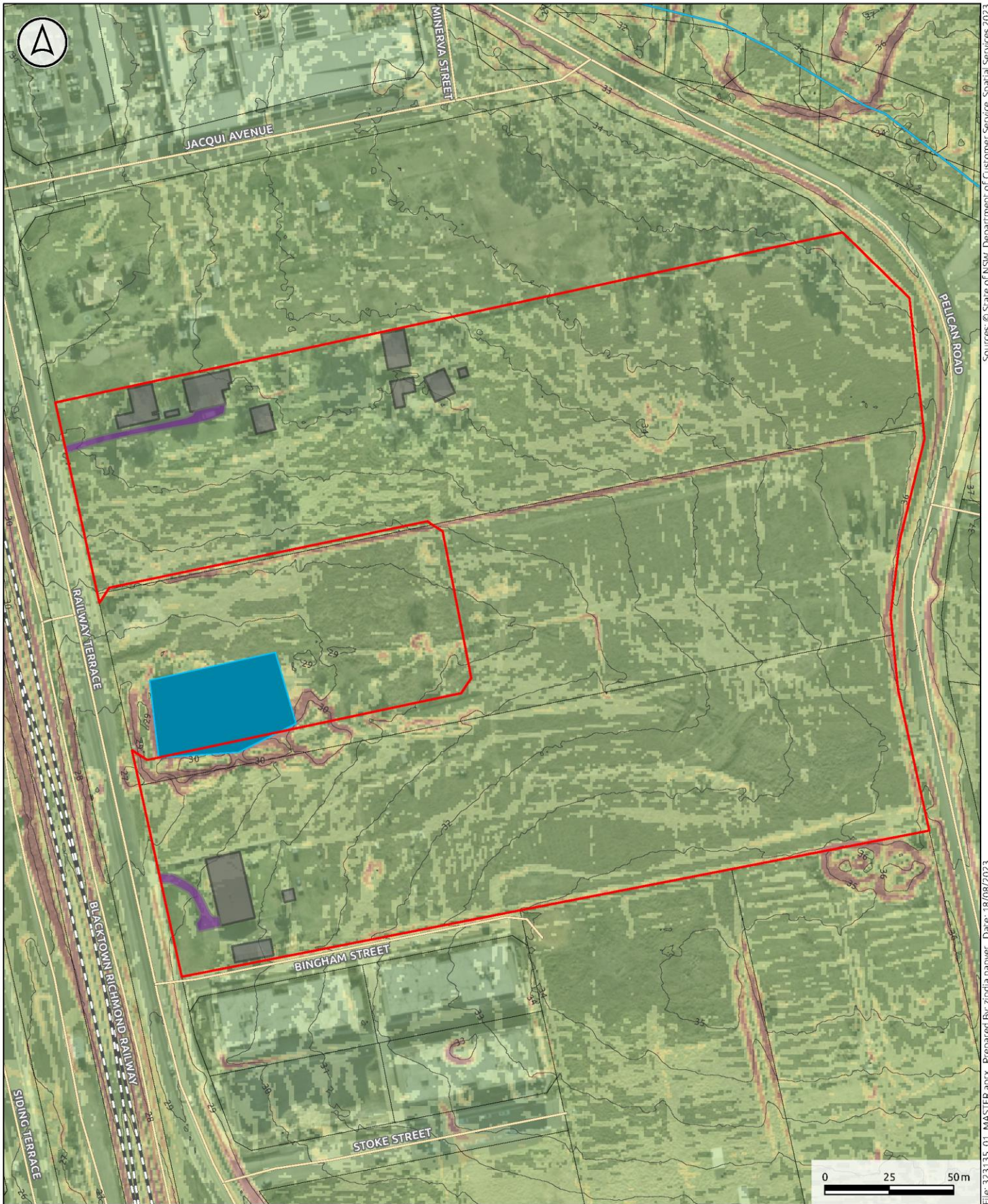
The local context is expected to continue undergoing rapid built form transition in the near future with several DAs currently under assessment or recently approved. These include DA-21-01597 and DA-21-01726 relating to vacant, undeveloped land on the western side of the railway line enabling the development of 60 attached dwellings, four semi-detached dwellings, one dwelling house, two secondary dwellings and two, three storey shop top housing developments. On the eastern side of the railway line, DA's SPP-22-00009, JRPP-16-03307, SPP-19-00010 and SPP-16-04465 enable the development of 14 residential flat buildings with heights of four or five storeys and a residential subdivision comprising 88 lots.

2.4 Summary

Based on the preceding strategic, planning and local context analysis, there is an opportunity for the development of the site that:

- Reflects Schofields' status as a Local Centre in an Urban Renewal Area and within a Land Release Area under the Central City District Plan (Greater Sydney Commission 2018) and as a Strategic Centre under the Blacktown LSPS (BCC 2020);
- Maximises its development potential given its proximity to Schofields Railway Station to take advantage of existing public transport accessibility via the Richmond Railway and future extension of the Sydney Metro from Tallawong to Western Sydney Airport;
- Best responds to the objectives of the zone through affordable housing provision;
- Is consistent with the ILP and addresses the central open space and drainage basin;
- Takes advantage of the site's proximity to existing retail and services offered from Schofields Shopping Village; and
- Results in an iconic built form that differs from existing and approved development within the local context that is primarily limited to four or five storey residential flat buildings with two-tone colour schemes.

Figure 7 - Topography and Site Access



File: 323135_01_MAS1ER.aprx Prepared By: zindia.narver Date: 18/08/2023
 Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
 © State of NSW, Department of Planning and Environment, 2023; Nearmap 2023

Legend

- Site
- Road
- Railway
- Water Body
- Watercourse
- Cadastre
- Building/Shed
- Driveway

- Natural Contour (1m Interval)
- Slope%**
- <5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- >20%



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3. SITE ANALYSIS

3.1 Site Dimensions

As shown in **Figure 7**, the site has a horseshoe shape with a total area of 6.308 hectares. It has three street frontages, the primary being to Railway Terrace to the west and the secondary to Pelican Road to the east. A third frontage is to Bingham Street, a recently constructed road running along part of the southern boundary.

The street frontage to Railway Terrace is in two parts, a northern part with a length of 58.31 metres and a southern part with a length of 90.2 metres. The street frontage to Pelican Road has a length of 246.57 metres whilst the street frontage to Bingham Street has a length of 150.74 metres. The remainder of the southern boundary has a length of 145.525 metres, for a total of 296.27 metres. The northern boundary has a length of 313.24 metres.

The site's dimensions are not considered a constraint to its development.

3.2 Topography

As shown in **Figure 7**, it has a slight fall from its eastern, Pelican Road boundary to its western, Railway Terrace boundary. It also falls from its northern and southern boundaries to a dam predominantly located within Lot 1 DP1268701 that the site wraps around. A minor portion of the dam extends into the southern portion of the site. Grades do not generally exceed 5% within the site.

The site's topography is not considered a constraint to its development.

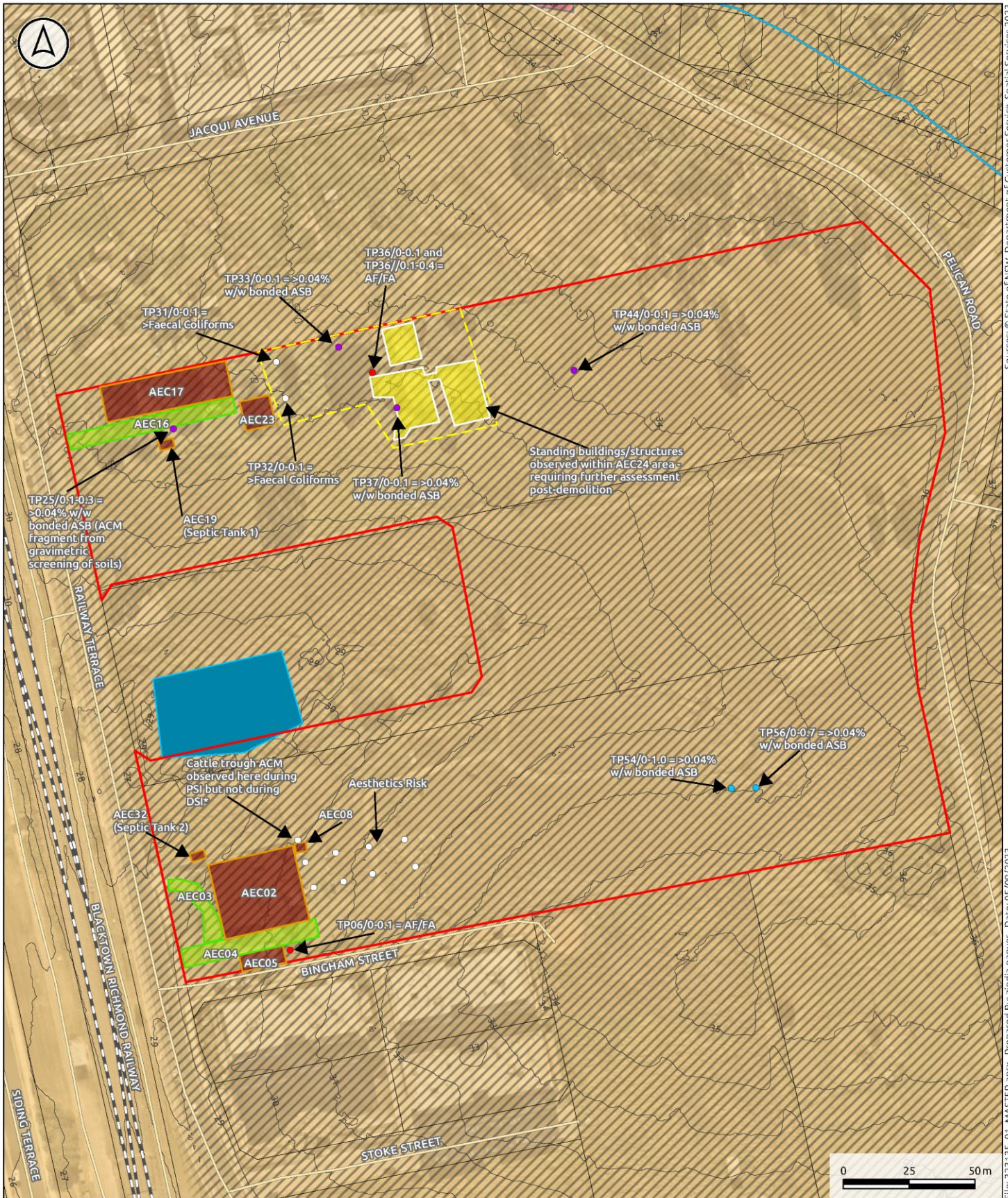
3.3 Existing Improvements and Access

As shown in **Figure 7**, existing improvements within the site include two single storey detached dwelling houses, one in the northern part of the horseshoe and a second in the southern part, as well various detached farm buildings. Formalised vehicular access is at present only provided via two driveways from Railway Terrace, one to each of the existing dwelling houses.

Railway Terrace is identified as Regional Road No. 7157 (not classified a road for the purposes of the *Roads Act 1993*) and, in the vicinity of the site, has a signposted speed limit of 60 kilometres per hour, one lane in each direction, footpath, kerb and gutter on the western side and mostly unformed shoulder on the eastern side. Pelican Road is an unmarked local road with a signposted speed limit of 60 kilometres per hour and unformed shoulders. Bingham Street is a half-road with footpath, kerb and gutter on its southern side.

Neither the existing improvements within the site, nor is the surrounding road network considered a constraint to its development, subject to the implementation of any recommendations set out in the traffic report (The Traffic Planner 2023).

Figure 8 – Geology, Salinity and Contamination



Legend

- | | | | | | |
|--|-----------------------------------|--|---|--|-----------------------------------|
| | Site | | Aggressive Soils | | Natural Contour (1m Interval) |
| | Cadastre | | Non-Aggressive Soils | | TP AF/FA asbestos exceedances |
| | Road | | Infrastructure | | TP bonded asbestos exceedances |
| | Railway | | AEC's (Buildings within piggery area, as data gaps) | | TP nominated pathogen exceedances |
| | Water Body | | AEC's (Buildings, as data gaps) | | TP where PACM was collected |
| | Watercourse | | AEC's (Driveways, as data gaps) | | |
| | Salinity Potential Western Sydney | | Site extent of AEC24 (dotted) | | |
| | High | | | | |
| | Moderate | | | | |

Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
 © State of NSW, Department of Planning and Environment, 2023; Nearmap 2023
 © Remedial Action Plan, 249-271 Railway Terrace, Schofields, NSW 2762, 8 November 2022
 © Schedule 1 Alex Avenue Precinct, Blacktown City Council, Growth Centre Precinct DCP 2010
 File: 323135_01_MASTER.aprx Prepared By: zindia.narver Date: 05/09/2023



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3.4 Geology

As shown in **Figure 8**, the site is underlain by siltstone, sandstone and shale of the Wianamatta Group. The Geotechnical and Salinity Investigation Report (Geotesta 2017) submitted with DA-23-00676 determined that no groundwater was found in any of the six borehole investigations, the deepest being to a depth of 5.5 metres. Geology is not considered a constraint to development of the site, subject to construction in accordance with the recommendations set out in the report.

3.5 Salinity

As shown in **Figure 8**, the site is identified as being within a Lower Salinity Risk area under the BCC GCP DCP 2010 (Schedule 1, Fig. 2-4, p. 6). Consistent with the BCC GCP DCP 2010, it is determined in the Geotechnical and Salinity Investigation Report (Geotesta 2017) submitted with DA-23-00676 that the site is non to slightly saline. Accordingly, salinity is not considered a constraint to development of the site.

3.6 Contamination

As shown in **Figure 8**, it is determined in the Stage 1 Preliminary and Stage 2 Detailed Site Investigation (Construction Sciences 2022) submitted with DA-23-00676 that:

- There is a potential for contamination to be present at the site, arising from the past land use activities, specifically:
 - The presence of bonded asbestos within AEC06, AEC08, AEC20, AEC24, AEC25 and AEC28;
 - The presence of friable asbestos within AEC13 and AEC24; and
 - Elevated concentrations of microbes in AEC24.
- The presence of large amount of construction and demolition waste as well as the presence of disused cars presents an aesthetics impact;
- There are data gaps associated with the contamination status of soils underneath the buildings and driveways onsite as well as the presence of septic tanks onsite; and
- The site is not yet considered to be suitable for land use scenario comprising residential with minimal opportunities for soil access including dwellings with fully and permanently paved yard space such as high rise buildings and flats.

In accordance with the recommendations of the PSI/DSI, a Remedial Action Plan (RAP) has been prepared by Construction Sciences to address the identified contamination risks onsite and to address the identified data gaps onsite. Contamination is not considered a constraint to development of the site, subject to implementation of remedial works as recommended in the RAP.










Figure 9 – Aboriginal and Non-Aboriginal Heritage



Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
© State of NSW, Department of Planning and Environment, 2023; Nearmap 2023
© State of NSW, Department of Planning and Environment, Blacktown City Council
© Schedule 1 Alex Avenue Precinct, Blacktown City Council
© Growth Centre Precinct DCP 2010

File: 323135_01_MAS:ER.aprx Prepared By: zindia.narver Date: 27/08/2023

Legend

-  Site
-  Cadastre
-  Road
-  Railway
-  Water Body
-  Watercourse
-  Natural Contour (1m Interval)
-  Properties With Potential Aboriginal Heritage
-  AHIMS Sites



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3.7 Aboriginal Heritage

As shown in **Figure 9**, the site is not identified as being within a Property with potential Aboriginal Heritage Constraints under the BCC GCP DCP 2010 (Schedule 1, Fig. 2-5, p. 7). Consistent with the BCC GCP DCP 2010, the Aboriginal Heritage Due Diligence Assessment (Baker Archaeology 2023) submitted with DA-23-00676 concluded that:

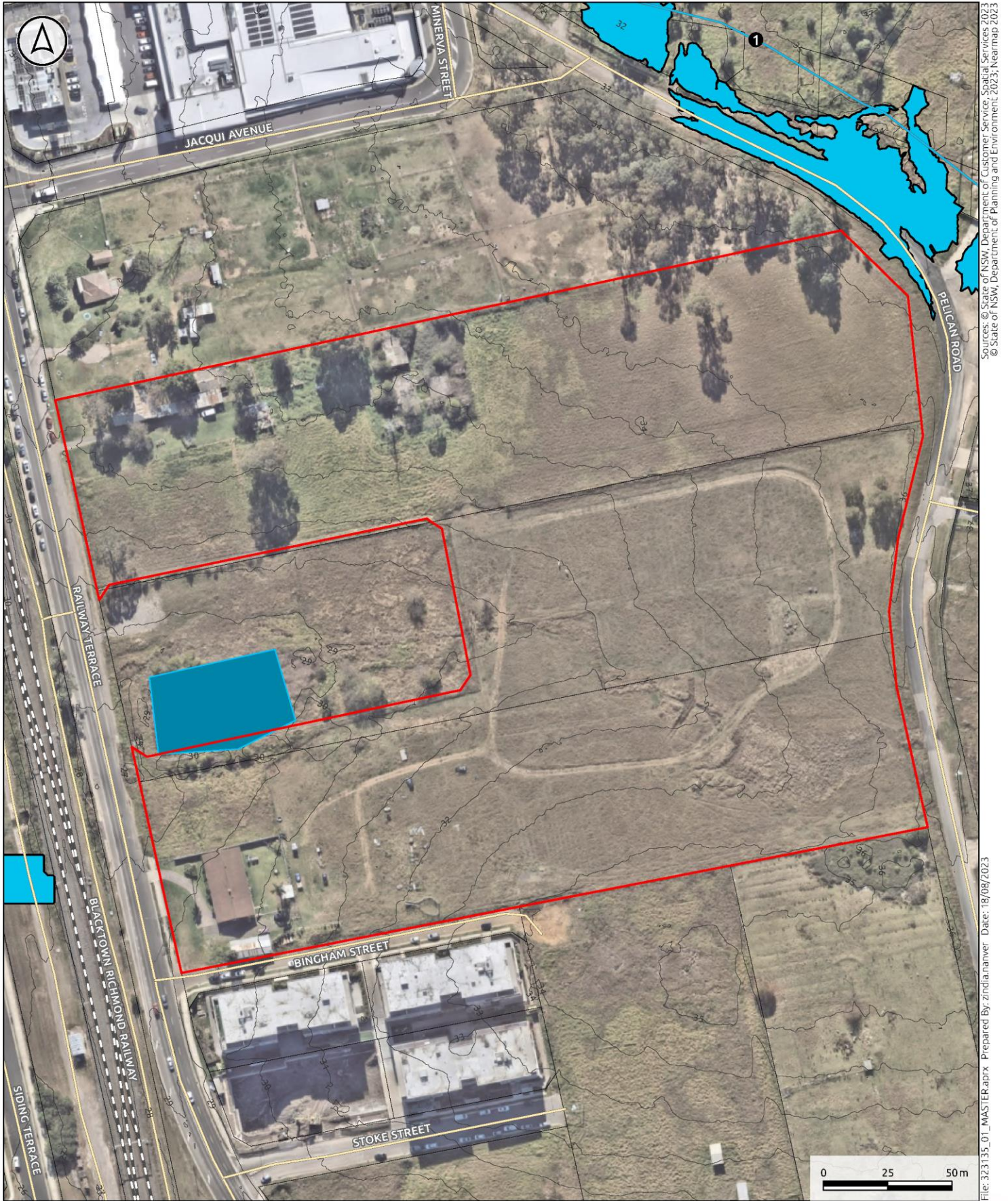
- *No Aboriginal objects are known to be present on the land nor Aboriginal objects anticipated to occur;*
- *The landform, lack of archaeological sensitivity and history of disturbance makes the discovery of any Aboriginal objects improvements; and*
- *No impacts to Aboriginal objects are anticipated to occur.*

Accordingly, Aboriginal heritage is not considered a constraint to the development of the site.

3.8 Non-Aboriginal Heritage

As shown in **Figure 9**, the site is not identified as being or adjoining a Heritage Item or within a Heritage Conservation Area under the Central River City SEPP. Accordingly, non-Aboriginal heritage is not considered a constraint to the development of the site.

Figure 10 - Flooding and Watercourses



Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
 © State of NSW, Department of Planning and Environment, 2023; Nearmap 2023
 File: 323135_01_MAS:ER.aprx Prepared By: zindia.narver Date: 18/08/2023

- Legend**
- Site
 - Road
 - Railway
 - Water Body
 - Watercourse
 - Cadastre
 - Natural Contour (1m Interval)
- Flood Planning**
- Flood Planning Area



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3.9 Flooding and Watercourses

As shown in **Figure 10**, the site is not identified as Flood Planning Area under the Central River City SEPP, nor does it contain any mapped watercourses. Accordingly, flooding is not considered a constraint to development of the site. However, a single dam is located within Lot 1 DP1268701 that the site wraps around. A minor portion of the dam extends into the southern portion of the site.

As shown below, the existing dam is to be expanded to the entirety of Lot 1 DP1268701. It is to feature a turfed that would carry more regular flows, as well as a shallower area that would be inundated in less frequent events. The latter would be landscaped with bio mix and feature a vehicular/pedestrian pathway between the south-eastern corner to the north-western corner of the basin. Batters up to street level are to be landscaped with a mix of native species. The edge of the basin is to be planted out with trees and surrounded by a footpath.

There is an opportunity for future development within the site to address the unique environment created by landscaping and running water within the basin.

3.10 Vegetation and Bush Fire

The site is located within Certified Area for the purposes of the *Biodiversity Conservation Act 2016*. It also not mapped as Bush Fire Prone Land. Accordingly, neither vegetation nor bush fire form a development constraint.

3.11 Summary

As discussed in the preceding sections, the site's dimensions, topography, existing improvements, access, salinity, Aboriginal heritage, non-Aboriginal heritage, flooding, watercourses, vegetation and bush fire are not considered constraints to development of the site. Geology and contamination are also not considered constraints to development, subject to construction in accordance with the technical reports referred to in those sections. It is anticipated that these recommendations could be complied with at DA or CC stage.

There is an opportunity for development within the site that addresses the basin that is to be constructed within Lot 1 DP1268701, taking advantage of the unique environment created by landscaping and running water.

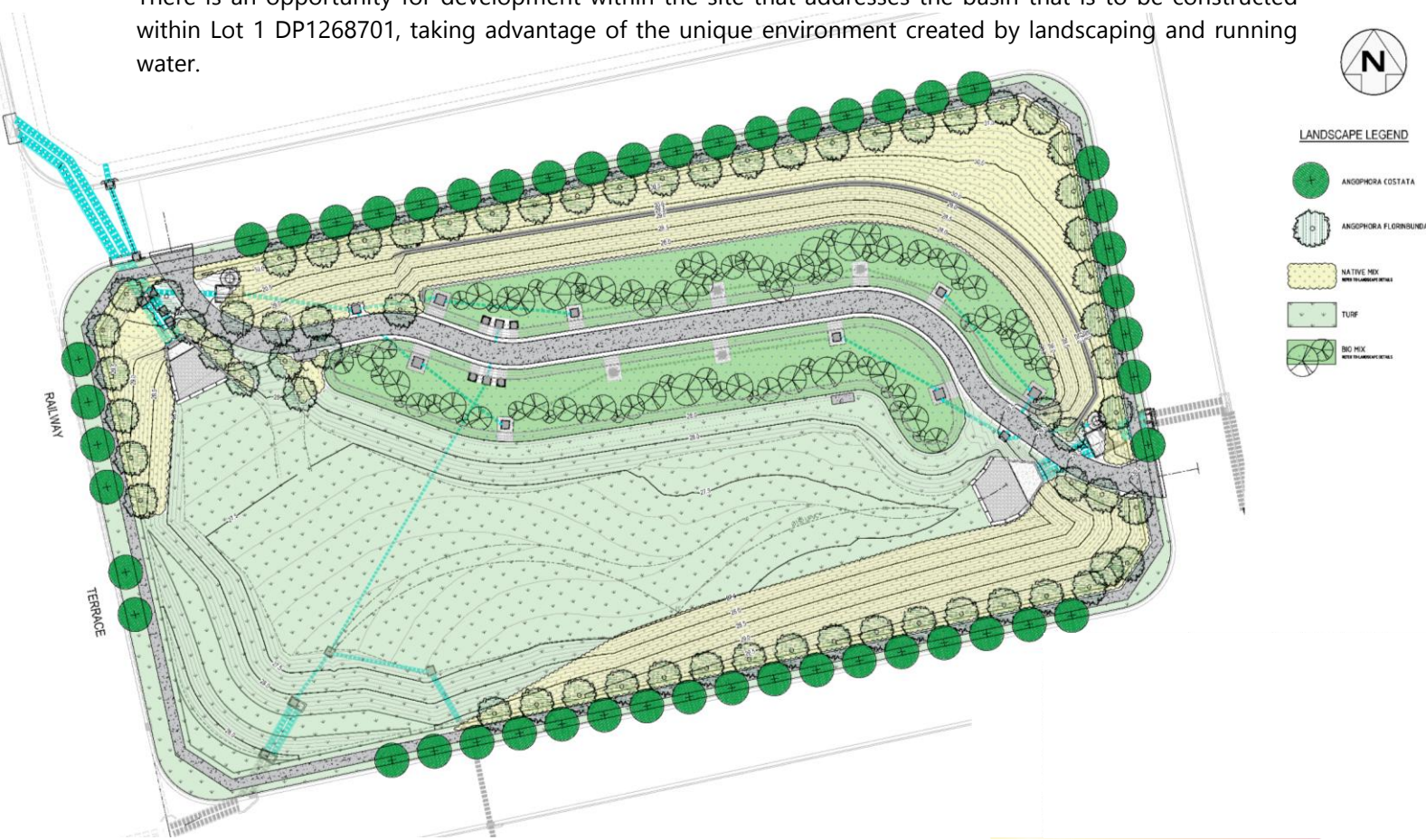


Figure 11 - Concept Proposal



Facade & Building Volume Idea



Community Farm & Seats

Courtyard & Pathway



4. THE PROPOSAL

The planning proposal is informed by concept plans prepared by Nordon Jago Architects (2023). The concept proposal is primarily informed by the ILP and DA-23-00676 (refer to **Section 1.1**), resulting in six street blocks.

The developable area of each block is then informed by side setbacks, landscaped area and site coverage required by the BCC GCP DCP 2010, communal open space and deep soil zones required by the ADG and maximum FSR and height outlined in **Section 1**.

The building footprint within the developable area of each block is then refined, balancing compliance with building separation and solar access requirements under the ADG with open space and regional views to maximise amenity to future residents, resulting in the concept proposal shown in **Figure 11**.

As well as open space views, the communal landscaped areas between building enabled by the configuration of the building footprints allows for native landscaping supporting local bird species, as well as amenities for residents including public art, barbeque facilities with associated shading and seating, children’s play areas and community farms.

Neighbourhood shops and cafes are to be provided on the western side of Block 2 to both serve the local community, as well as address the open space and drainage basin and key north-south road running through the site to Schofields Shopping Village to the north. Child care facilities are to be provided in Block 3 to meet the demands of a growing proportion of young, working families in the area.

Indicative yields of the proposal are provided in **Table 1**.

Table 1 – Indicative Yields

| Unit | Street Block | | | | | | Total | Proportion |
|----------------------|-----------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | | |
| studio apartments | 30 | 45 | 40 | 30 | 32 | 10 | 165 apartments | 9.4% of apartments |
| 1 bedroom apartments | 102 | 117 | 145 | 100 | 55 | 50 | 569 apartments | 32.5% of apartments |
| 2 bedroom apartments | 155 | 200 | 195 | 150 | 97 | 95 | 892 apartments | 50.9% of apartments |
| 3 bedroom apartments | 25 | 30 | 25 | 25 | 10 | 10 | 125 apartments | 7.1% of apartments |
| non-residential uses | Approximately 2,000m ² | | | | | | | |
| landscaped area | 2,600m ² | 3,309m ² | 3,486m ² | 2,590m ² | 1,423m ² | 1,492m ² | 14,900m ² | 23.62% of site area |
| deep soil area | 630m ² | 1,145m ² | 1,109m ² | 675m ² | 363m ² | 295m ² | 4,217m ² | 6.69% of site area |

A proportion of the residential units identified above, i.e., 33% of the total yield, are to comprise a mix of build-to-rent, social and affordable housing, meeting or exceeding the benchmarks identified by the Greater Sydney Commission (GSC) for 5 to 10% of the uplift value in high growth areas to be allocated to affordable housing.

5. URBAN DESIGN ASSESSMENT

The following section provides an urban design assessment of the concept proposal described in **Section 4**, demonstrating the suitability of the site to development enabled by the proposed amendments to planning controls.

5.1 Desired Future Character

The desired future character for the site is formed by opportunities derived from the strategic, planning and local context and site analysis conducted in **Section 2** and **Section 3**.

These opportunities are summarised as development that:

- Reflects Schofields' status as a Local Centre in an Urban Renewal Area and within a Land Release Area under the Central City District Plan (Greater Sydney Commission 2018) and as a Strategic Centre under the Blacktown LSPS (BCC 2020);
- Maximises its development potential given its proximity to Schofields Railway Station to take advantage of existing public transport accessibility via the Richmond Railway and future extension of the Sydney Metro from Tallawong to Western Sydney Airport;
- Best responds to the objectives of the zone through affordable housing provision;
- Is consistent with the ILP and addresses the central open space and drainage basin;
- Takes advantage of the site's proximity to existing retail and services offered from Schofields Shopping Village;
- Results in an iconic built form that differs from existing and approved development within the local context that is primarily limited to four or five storey residential flat buildings with two-tone colour schemes;
- There are negligible environmental constraints afflicting the site; and
- Addresses the landscaped basin that is to be constructed within Lot 1 DP1268701.

The concept proposal is consistent with the desired future character for the site; with negligible environmental constraints and proximity to existing and future public transport connections and the Schofields Shopping Village to maximise its development potential, as well as embrace Schofields' status under the Central City District Plan and Blacktown LSPS.

The maximising of the site's development potential enables the provision of a mix of build-to-rent, social and affordable housing, meeting or exceeding the benchmarks identified by the GSC for 5 to 10% of the uplift value in high growth areas to be allocated to affordable housing. It also enables an iconic built form outcome that would contribute to Schofields' skyline that is otherwise dominated by four or five storey residential flat buildings. Articulation and modulation of the facades, combined with high quality landscaping and a broader palette of materials and finishes (timber, brick and cement), would ensure that the concept proposal stands out from the nondescript primary colour schemes that predominate recent constructed development in the locality.

The built form outcome would be delivered in street blocks guided by the ILP, ensuring that the broad-scale vehicular and pedestrian permeability envisaged under that plan is delivered. Residential apartments and non-residential uses are to address the new road network, as well as open space provided as part of the development and to be provided within Lot 1 DP1268701.

5.2 Bulk and Scale

A useful framework for the assessment of bulk and scale impacts was established at par. 32 of *Veloshin v Randwick Council* [2007] NSWLEC 428 in the context of a building with non-compliant FSR. Hence, the planning principle established in par. 32 refers to “complying” and “non-complying” proposals.

Whilst such language isn’t relevant in the case of a planning proposal, it can be made suitable by replacing “complying proposals” with “development enabled by existing planning controls” and replacing “non-complying proposals” with “development enabled by the proposed amendments to planning controls”.

In this context, the concept proposal is considered in the context of the planning principle below.

Are the impacts consistent with impacts that may be reasonably expected under the controls? (For complying proposals this question relates to whether the massing has been distributed so as to reduce impacts, rather than to increase them. For non-complying proposals the question cannot be answered unless the difference between the impacts of a complying and a non-complying development is quantified.)

Whilst both the existing controls and proposed amendments to planning controls may yield multiple built form outcomes, the concept proposal described in **Section 4** illustrates a realistic outcome that maximises development potential whilst ensuring compliance with the planning framework. In doing so, it results in five additional storeys beyond that which would be achieved under existing planning controls.

Impacts that may arise from resulting from five additional storeys include increased overshadowing and loss of views. However, as discussed in **Section 5.3** and **Section 5.4**, the five additional storeys result in impacts that may be reasonably expected under the proposed amendments to planning controls, demonstrating that the bulk and scale of the concept proposal is appropriate.

How does the proposal’s height and bulk relate to the height and bulk desired under the relevant controls?

As discussed above, the height and bulk of the concept proposal exceeds the height and bulk of development enabled by existing planning controls by five storeys. As discussed in **Section 5.3** and **Section 5.4**, the impacts of the five additional storeys are acceptable.

Does the area have a predominant existing character and are the planning controls likely to maintain it? Does the proposal fit into the existing character of the area?

The area does not have a predominant existing character due to being largely greenfield. However, it has a desired future character summarised in **Section 5.1** based on the strategic, planning and local context and site analysis conducted in **Section 2** and **Section 3**. As discussed in **Section 5.1**, the proposed additional building height and FSR generated by the PP, would be consistent with the desired future character of the area. Whilst it would enable development with height and bulk exceeding that for potential future development of surrounding sites, it would enable an iconic built form outcome positively contributing to Schofields’ skyline that would otherwise be dominated by four of five storey buildings.

Is the proposal consistent with the bulk and character intended by the planning controls?

As discussed above, the bulk of the concept proposal exceeds the bulk of development enabled by existing planning controls by five storeys. As discussed in **Section 5.3** and **Section 5.4**, the impacts of the five additional storeys are considered acceptable. As discussed in **Section 5.1**, the concept proposal is consistent with the character of development enabled by the planning controls, including that it incorporates articulation and modulation of the facades, combining with high quality landscaping and a broader mix of materials and finishes to ensure that the concept proposal will stand out from recent development in the locality.

Does the proposal look appropriate in its context?

The area does not have a predominant existing character due to being located within a greenfield growth area. However, it has a desired future character summarised in **Section 5.1** based on strategic, planning and local context and site analysis conducted in **Section 2** and **Section 3**. As discussed in **Section 5.1**, the concept proposal is consistent with the desired future character of the area, including that it enables the development has height and bulk exceeding that of potential future development within surrounding sites. In doing so, it ensures an iconic built form outcome that would contribute to Schofields' skyline that is otherwise dominated by four of five storey buildings. The articulation and modulation of the facades, combining with high quality landscaping and a broader mix of materials and finishes, ensures that the concept proposal will stand out from the nondescript primary colour schemes that predominate recent constructed development in the locality.

5.3 Overshadowing

A useful framework for the assessment of solar access was established at par. 144 in *The Benevolent Society v Waverley Council* [2010] NSWLEC 1082:

Where guidelines dealing with the hours of sunlight on a window or open space leave open the question what proportion of the window or open space should be in sunlight, and whether the sunlight should be measured at floor, table or a standing person's eye level, assessment of the adequacy of solar access should be undertaken with the following principles in mind, where relevant:

- *The ease with which sunlight access can be protected is inversely proportional to the density of development. At low densities, there is a reasonable expectation that a dwelling and some of its open space will retain its existing sunlight. (However, even at low densities there are sites and buildings that are highly vulnerable to being overshadowed.) At higher densities sunlight is harder to protect and the claim to retain it is not as strong.*
- *The amount of sunlight lost should be taken into account, as well as the amount of sunlight retained.*
- *Overshadowing arising out of poor design is not acceptable, even if it satisfies numerical guidelines. The poor quality of a proposal's design may be demonstrated by a more sensitive design that achieves the same amenity without substantial additional cost, while reducing the impact on neighbours.*

- *For a window, door or glass wall to be assessed as being in sunlight, regard should be had not only to the proportion of the glazed area in sunlight but also to the size of the glazed area itself. Strict mathematical formulae are not always an appropriate measure of solar amenity. For larger glazed areas, adequate solar amenity in the built space behind may be achieved by the sun falling on comparatively modest portions of the glazed area.*
- *For private open space to be assessed as receiving adequate sunlight, regard should be had of the size of the open space and the amount of it receiving sunlight. Self-evidently, the smaller the open space, the greater the proportion of it requiring sunlight for it to have adequate solar amenity. A useable strip adjoining the living area in sunlight usually provides better solar amenity, depending on the size of the space. The amount of sunlight on private open space should ordinarily be measured at ground level but regard should be had to the size of the space as, in a smaller private open space, sunlight falling on seated residents may be adequate.*
- *Overshadowing by fences, roof overhangs and changes in level should be taken into consideration. Overshadowing by vegetation should be ignored, except that vegetation may be taken into account in a qualitative way, in particular dense hedges that appear like a solid fence.*
- *In areas undergoing change, the impact on what is likely to be built on adjoining sites should be considered as well as the existing development.*

Whilst both the existing controls and proposed amendments to planning controls may yield multiple built form outcomes, the concept proposal described in **Section 4** illustrates a realistic outcome that maximises development potential whilst ensuring compliance with the planning framework. In doing so, it results in five additional storeys beyond that which would be achieved under existing planning controls.

The shadow studies prepared by Nordon Jago Architects for the concept proposal are consistent with the guidance provided in the planning principle established in *The Benevolent Society v Waverley Council* in that they take the built form of the concept proposal and existing and likely future development on neighbouring properties into consideration whilst excluding vegetation. They also illustrate the overshadowing impacts that would be generated by the current 16 metre maximum building height and the overshadowing impacts generated by the proposed 32 metre maximum building height.

In doing so, the shadow studies demonstrate that the five additional storeys would result in additional overshadowing of established and potential future development within neighbouring properties to the south (including to north-facing private open space balconies and habitable room windows) and the basin and open space land within Lot 1 DP1268701.

In the context of the planning principle established in *The Benevolent Society v Waverley Council*, the additional shadow impacts are considered acceptable as:

- The site is located within an area identified as Medium to High Density Residential / Mixed Use under the ILP (refer to **Section 2.2.2**) and, as such, sunlight is harder to protect and the claim to retain it is not as strong; and
- The shadow studies prepared by Nordon Jago Architects represent the worst case scenario (clear weather on the shortest day of the year). The Shadow Diagrams illustrate the overshadowing impacts that would be generated by the current 16 metre maximum building height and the overshadowing impacts generated by the proposed 32 metre maximum building height.

- The Winter Solstice Shadow Study at 9am demonstrates increased overshadowing impacts on the basin and open space land, noting that the turfed area is largely unaffected by overshadowing. The overshadowing impact on the development to the south is minimal when compared to the overshadowing generated by the current 16 metre maximum building height.
- The overshadowing impact at 12pm is reduced on the basin and open space land, being confined to the northern portion of the lot. The overshadowing impact on the properties to the south is also further reduced, being comparable to the shadows generated by the current 16 metre building height.
- The overshadowing at 3pm impacts the basin and open space land, with a significant portion of the turfed area still receiving solar access. The overshadowing to the south and east is largely across the internal roads and Pelican Road, with minor additional impacts on the southern properties from what a 16 metre maximum building height would generate.
- Additional impacts to north-facing habitable room windows and private open space associated with existing and future development in neighbouring properties to the south are minimal at 9am, 12pm and 3pm whilst no impacts occur over the rooftops of buildings to the south, enabling the provision of rooftop communal open space that would receive unrestricted solar access for residents' enjoyment.
- The indicative communal open space areas have been positioned to maximise solar access and provide adequate amenity for future residents.
- The design of the concept proposal mitigates overshadowing impact through design measures such as built form having north-south orientation where possible, as well as locating the five additional storeys within tower forms above the podium to allow solar penetration between the towers.

It should be noted that as the built form is further refined at the detailed design stage of the project, further improvements to solar access will be gained, noting that the solar access diagrams at this initial massing stage are the worst-case scenario.

5.4 Views

Tenacity Consulting v Waringah [2004] NSWLEC 140 provides the framework for view assessment at par. 26 to 29:

26 The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (eg of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, eg a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

27 The second step is to consider from what part of the property the views are obtained. For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

28 The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20%

if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

29 The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

No significant views are known to be obtained across the site or from the public domain, including iconic views or whole views. However, the additional height enabled by the proposed amendments to planning controls would result in loss of views to sky both from within dwellings and communal open space forming part of the development, development in neighbouring properties and the broader visual catchment. The loss of views to sky is considered acceptable as it enables the provision development of iconic buildings that would contribute to a more varied and unique skyline to Schofields that would otherwise be dominated by four or five storey residential flat buildings.

6. CONCLUSION

This Urban design report has been prepared by Premise to support a Planning proposal relating to 249, 259 and 271 Railway Terrace, Schofields in the BCC LGA. The Planning proposal seeks to increase the height of buildings from 16 metres to 32 metres and increase the FSR from 1.75:1 to 3.5:1 applying to the site under the Central River City SEPP, retaining the existing R3 Medium Density Residential land use zoning.

This Urban design report establishes the site's strategic, planning and local context and provides an analysis of its site-specific constraints to derive a desired future character for development that:

- Reflects Schofields' status as a Local Centre in an Urban Renewal Area and within a Land Release Area under the Central City District Plan (Greater Sydney Commission 2018) and as a Strategic Centre under the Blacktown LSPS (BCC 2020);
- Maximises its development potential given its proximity to Schofields Railway Station to take advantage of existing public transport accessibility via the Richmond Railway and future extension of the Sydney Metro from Tallawong to Western Sydney Airport;
- Best responds to the objectives of the zone through affordable housing provision;
- Is consistent with the ILP and addresses the central open space and drainage basin;
- Takes advantage of the site's proximity to existing retail and services offered from Schofields Shopping Village;
- Results in an iconic built form that differs from existing and approved development within the local context that is primarily limited to four or five storey residential flat buildings with two-tone colour schemes;
- Takes advantage of the negligible environmental constraints afflicting the site; and
- Addresses the landscaped basin that is to be constructed within Lot 1 DP1268701.

A concept proposal prepared by Nordon Jago Architects is then introduced. Whilst both the existing controls and proposed amendments to planning controls may yield multiple built form outcomes, the concept proposal illustrates a realistic outcome that maximises development potential whilst ensuring compliance with the planning framework.

On the basis that, as demonstrated within this Urban design report, the site is able to developed under the amended planning controls in a way that, such as in the case of the concept proposal, is consistent with the desired future character and will have appropriate and reasonable amenity impacts, the planning proposal is recommended for approval.



Premise